

The vehicle was first registered on the 1st April 1924 in Glamorgan, S.Wales. My grandfather purchased the vehicle in 1926 from the fourth owner, a Mr D Jones. The car has been extensively restored. This is an extract from 'The Motor' dated November 6, 1923 that describes some of the features:

ALBATROS : NEW 8 h.p. MODEL.

Unit construction. Engine and gearbox with diff-less rear axle.

The chief alterations to Albatros cars are the introduction of a new 8 h.p. model with full differential, lower running boards, improved bodywork, a clock and a speedometer on the 10 h.p. car.

The new model has a four-cylinder water cooled engine of 59 mm. bore by 100 mm. stroke, mono clutch, unit construction three speed-and-reverse gearbox, enclosed cardan shaft, B.T.H. magneto generator, Zenith carburettor and Brolt lighting set.

Two styles of bodywork are obtainable - a chummy and a two-seater, with leather cloth upholstery, roomy boot, and adjustable screen.

The 10 h.p. car has a 63 mm. by 100 mm. 1,247c.c. engine with monobloc cylinders, detachable head, side-by-side valves, ball-bearing crankshaft, and cast iron pistons.

The lighting and starting are effected by Brolt fittings supplied by a B.T.H. magneto-generator and, large Exide accumulators, while the carburettor is a Zenith.

Central control is fitted to the unit-construction through three speed gearbox, the ratios of which are 4.4, 7.3 and 14.5 to 1, while the drive is linked through an inverted cone clutch.

The final drive is by spiral-bevel gearing to a semi-floating rear axle with full differential.



Albatros Chummy tourer 8HP – as it was in 2006.

Note: Sold at auction (Cheffins) in Aug 2007 - present whereabouts unknown, however I have (see 'Contact PeteM') a large collection of documents, photos and videos relating to this vehicle.

.... ready for the road after restoration in April 2004:

